

Southeast Baltimore Transportation Study Recommendations June 2005

A. Increase Capacity

1. *Relieve Bottlenecks through Traffic Management*

- Improve signage on alternative, less congested routes.
- Make effective use of the new signal control system network-wide.
- Create selective left-turn and parking restrictions.

2. *Relieve Bottlenecks through Construction*

- Finalize construction options to improve the network.
- Convert two-way streets to one-way street pairs as soon as conditions indicate.
- Build infrastructure to support non-motorized transportation.
- Apply careful analysis to determine proper corridor-specific solutions.

3. *Increase Effective Parking Availability*

- Improve use of existing off-street parking spaces
- Increase on-street parking supply selectively via angle conversions.

B. Decrease Demand

1. *Establish a unified Transportation Demand Management (TDM) program*

a. *Implement Business-focused Transportation Demand Management*

- Unify and expand workplace-based TDM options.
- Support the establishment of Transportation Management Associations (TMAs).
- Establish a traffic reduction ordinance (TRO).

b. *Implement Resident-focused Transportation Demand Management*

- Expand & strengthen Residential Parking Permit Program
- Introduce a car-sharing program

2. *Take the Initiative on Improving Transit*

- Reassess bus stop placement
- Simplify bus routes and plan transit service systematically
- Create exclusive right-of-way for transit

C. Rethink the System

1. *Collect & Use Data More Intelligently*

- Use data collection and analysis to monitor and improve conditions, and improve collaboration with Police to identify safety and security hotspots.
- Track crashes involving motor vehicles.
- Determine traffic volume and road usage.
- Evaluate perception of safety and security, and improve conditions where needed.
- Analyze and address targeted parking hot spots and impact zones.

2. *Create & Use a Street System Management Plan*

- Designate pedestrian-oriented streets.
- Designate transit-oriented corridors.
- Designate, enforce, and educate about truck routes.

3. *Develop Education & Outreach Tools for High-Impact Communication*

- Educate citizens on communication channels.
- Create and use stakeholder management plans.
- Continue to publicize policies and standards.

4. *Design Comprehensive Planning & Zoning to Support City-wide Objectives*

- Limit construction of off-street parking and encourage separation of its cost from that of office/living space.
- Develop land use policies that are supportive of non-motorized transportation.

5. *Reconfigure Responsibility for Traffic Mitigation*

- Implement Negotiated Agreements
- Implement Development Impact Fees (with strengthened Traffic Impact Study requirements)

6. *Strengthen Interagency Coordination & Decision-making*

- Re-establish working groups with other City/State departments.
- Increase use of the current Economic Development Group as a forum to gather support for transportation projects or strategies.
- Integrate strategic objectives and investment plans related to transportation.